1975 CHEVROLET TRAILERING GUIDE

CHEVROLET MAKES SENSE FOR AMERICA.

1975 CHEVROLET TRAILERING IS BETTER THAN EVER!

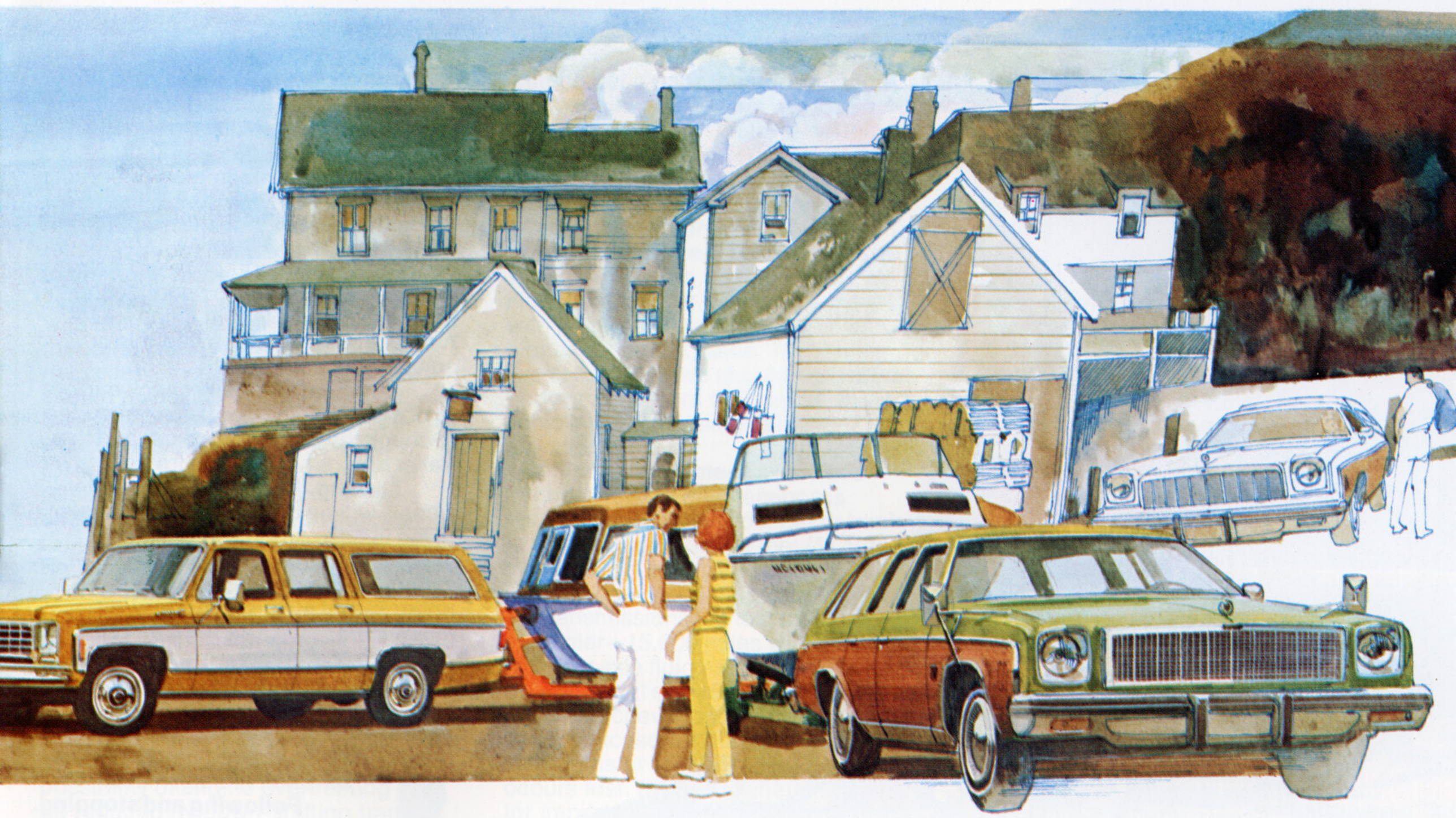
Each year, continuing Chevrolet improvements serve to help make Chevrolet trailering more reliable, more economical or just plain more enjoyable.

For example, this year's Chevrolets feature an advanced-design, solid-state High Energy Ignition system* that boosts ignition efficiency, reduces intervals between recommended tune-ups, and helps extend the spark plug change recommendation from the previous 6,000 miles up to 22,500 miles. You'll want to ask your Chevrolet salesman about some of the other new-for-'75 features that can help put more fun and less fuss into your trailering.

But just as important to trouble-free trailering is the selection of a Chevrolet car or truck that has both the required *capacity* and the *equipment* to handle the full loaded weight of your trailer and that will be operated in accordance with sound trailering practices we've outlined for you on the following pages.

Observe these conscientiously, and we're confident that you'll be able to look forward to many miles of thoroughly enjoyable trailering with the '75 Chevrolet you select.

*HEI may not be available on some non-air-conditioned six-cylinder '75 Novas.



Trailer Towing Cautions and Considerations

About brakes. Trailer brakes of adequate size are required on trailers over 1,000 pounds loaded weight. If trailer brakes are to be used with your 1975 Chevrolet, make sure you follow the recommendations of the trailer brake manufacturer for installation of the components required for trailer brake actuation and balance. Do not tap into the towing vehicle's hydraulic brake system if operation of the trailer brake system requires more than 0.02 cubic inch of fluid displacement from vehicle's master cylinder. The vehicle's master cylinder fluid capacity will not be sufficient to operate both towing vehicle and trailer brakes under all conditions of use if more than 0.02 cubic inch of fluid displacement is required. All hydraulic components must be capable of withstanding 3,000 psi. The hydraulic connection must be made at the rear outlet of the brake master cylinder before the brake combination valve. Copper tubing is subject to fatigue failure and must not be used in such connections.

About hitches. Chevrolet's trailer hitch can be used on Chevrolet cars and Blazers towing trailers up to 2,000 lbs. loaded weight, and on trucks towing trailers up to 4,000 lbs. loaded weight. *However, where these trailer loaded weights are exceeded, a frame-mounted weight-distributing hitch with sway control of sufficient capacity must be used on the car or truck.* When frame hitches are used, care must be taken to insure clearance between the hitch draw bar and the bottom of the fuel tank to prevent wear.

To assist in attaining good handling of the tow vehicle-trailer combination, it is important that the trailer tongue load be maintained at approximately 10% of the loaded trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and checked by weighing loaded trailer and then tongue separately. Use only trailer hitches which permit normal operation of the hydraulic bumper system. For example, a rigid fore and aft connection between the bumper and any other part of the vehicle should be avoided; otherwise, damage may be increased in the event of a collision.

Do not use axle-mounted hitches. They can cause damage to the axle housing, bearings, wheels or tires.

Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

All Chevrolets, Chevelles and trucks come with most hitch holes prepunched in the frame. This helps make it quick and easy for your Chevy dealer to install the hitch you need on your 1975 Chevrolet car or truck.

About tires. The tires furnished with 1975 Chevrolet passenger cars and specified for trucks are qualified for trailer towing except where larger tires are indicated. When towing trailers, tires should be inflated to the "standard inflation pressure." For trailers using weight-distributing hitches, increase front tire inflation pressure 2 psi above standard pressure. This increase should never exceed maximum pressure indicated on side of tire. NOTE: Refer to placard affixed to left door on cars (or on belt line behind doors or in glovebox on trucks). The allowable passenger and cargo load also shown on the same placard is reduced by an amount equal to the tongue load on the trailer hitch.

Break-in schedule. In addition to the new car or truck break-in instructions in the Owner's Manual, it is recommended that new vehicles be operated for 500 miles before trailer towing. If it is necessary to tow during the break-in period, avoid speed over 50 mph and full throttle starts. For vehicles already in use the above precautions should be observed whenever a new engine, transmission or axle is installed.

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TRAILER TOWING TIPS

Before starting on a trip. It is a good idea to practice turning, stopping and backing in an area away from heavy traffic. This practice will help you gain experience in handling the extra weight and length of the trailer. Also check lights, tires and mirror adjustment.

Starting. Carefully check mirrors to observe traffic flow. It is a good idea to check the brakes of the car and the trailer before turning into traffic.

Turning. Remember that trailer wheels will be closer than car wheels to the inside on curves. Avoid soft shoulders, curbs, etc., by driving slightly beyond your normal turning point. Signal all turns. Avoid sudden maneuvers.

Passing. Allow extra distance for passing another vehicle. After passing, be sure you have ample clearance for trailer before returning to the driving lane. Always signal well in advance of each move.

Following and stopping Remember trailer weight ma increase the distance required to stop. For each 10 mph showing on the speedometer, allow at least one length of your car and trailer between you and the car ahead.

Avoid high speeds and sudden stops, and allow for bad road conditions.

Backing. Skillful backing with a trailer requires practice. Try this easy method to help control direction: Keep your right or left hand at the bottom of the steering wheel. To move trailer left, move your hand to left. To back to the right, move hand to the right.

Parking. Parking of vehicles with trailers on a grade is not recommended. However, should this be necessary, the following sequence should be used: (1) Apply service brakes; (2) have passenger place wheel chocks under trailer wheels; (3) when wheel chocks are in place, release service brakes until chocks absorb load; (4) apply parking brakes; (5) place transmission in Park position. Reverse above sequence when starting.

Downgrades. On long or steep downgrades reduce speed and use a lower transmission range to assist braking . . . as outlined in the transmission section of your Chevrolet Owner's Manual.

Long uphill grades. When ascending long uphill grades, the possibility of engine overheating can be reduced by down-shifting transmission to a lower range gear and reducing speed to 45 mph or below.

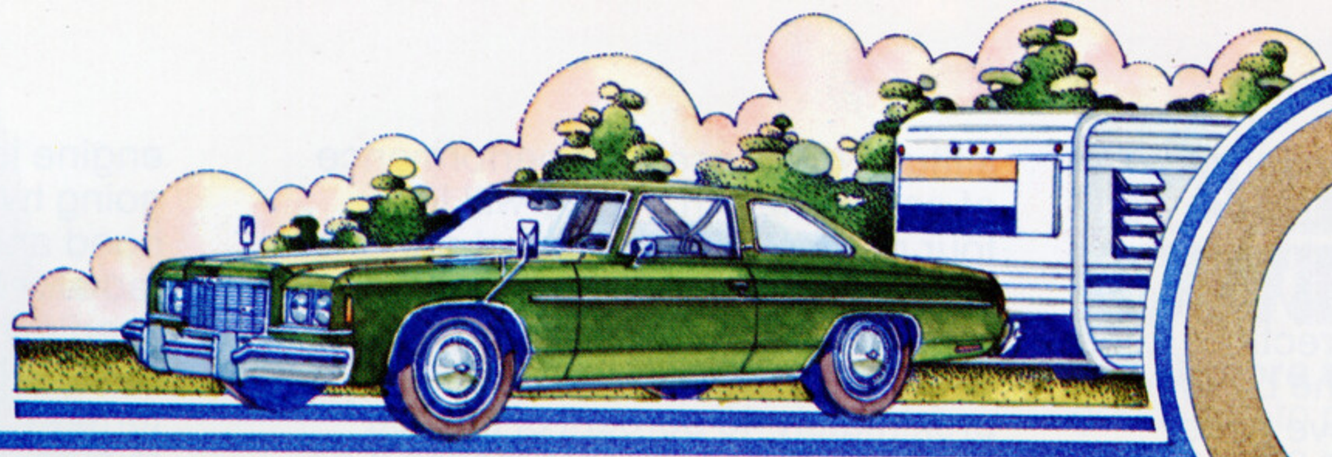
Altitude affects performance. When traveling in mountains or at higher elevations, the increase in altitude decreases the performance of an engine. An engine will lose four percent of its sea level performance for every 1,000 feet of altitude. Therefore, an engine operating at 10,000 feet of altitude will lose approximately 40 percent of the sea level performance. This makes it desirable for people pulling trailers at higher altitudes to purchase engines with more horsepower or axles with higher numerical ratios. Those who live at low altitudes should expect less performance from their trailer-towing vehicle when traveling at higher elevations.

Vehicle maintenance. More frequent vehicle maintenance is required when using your car or truck to pull a trailer. Change the: (1) Automatic transmission fluid each 5,000 miles of heavy continuous trailering for transmissions without an external oil cooler—15,000 miles with oil cooler. (2) Rear axle fluid each 15,000 miles. (3) Engine oil each 90 days or 3,000 miles, whichever occurs first. (4) Positive crankcase ventilation valve each 12 months or 15,000 miles, whichever occurs first. (5) See Owner's Manual for important information on cooling system care and automatic brake adjustment.

Engine cooling while trailering. When trailering, you might encounter a temporary cooling system overload during severe conditions, such as on hot days when pulling on a long grade, when slowing down after higher speed driving, or after long idle periods in traffic jams. If the hot light comes on and you have your air conditioning on, turn it off and, when stopped, keep the transmission in neutral. If the light doesn't go off in about a minute, pull over in a secure place and put on your parking brake. Then place your transmission selector lever in Park. *Don't turn off the engine!* Increase the engine idle speed so it sounds like it's going twice as fast. Lift the engine hood and check for fluid leaks at the radiator hoses, radiator or radiator overflow outlet. Check to see that all drive belts are intact and the fan is turning. Light should go off within one minute. When the light is out, after a temporary cooling system overload, proceed on the highway a little slower. Ten minutes later resume normal driving. *Caution:* Never open a radiator cap when the car is hot! Check the car coolant level when the car is cool, preferably in the morning before starting the trip. If you are losing coolant or a fan belt is broken or loose and/or the red light persists, stop the engine until the cause of over-heating is corrected.

Car and truck wiring code. The following color code for 1975 Chevrolets should be used when installing trailer wiring harness.
Brown . . . Taillights, running lights
Yellow . . . Left stop & turn signal
Dark Green . . . Right stop & turn signal
Light Green . . . Back-up lights
White . . . Ground
Red . . . Use for battery charging (for trucks, connect to junction block mounted on body in engine compartment; for cars, connect to the positive battery terminal on the starter solenoid)
Blue . . . Use for electric trailer brakes. Turn signal, heavy duty flasher, available as Part No. 491390 or 491391.

Get to know your rig. Towing a trailer with ease and security requires a certain amount of experience before setting out on the open road. Always remember that the handling and braking characteristics of any car or truck may be changed considerably by the added weight of the trailer. Until you learn the "feel" and how to cope with these changes, it is important to drive with extra caution.



1975 PASS TRAI RECOMM

How to use the chart. Determine your trailer's loaded weight, or use the Trailer Manufacturing Rating stamped on the identification tag attached to your trailer's frame. Use this to find the column for your trailer's Weight Class (LIGHT, MEDIUM, HEAVY).

In that column, find the maximum trailer weight that equals or exceeds your trailer's loaded weight. Read down. Where a minimum rear axle ratio is shown, vehicle is suitable for towing your trailer. Read *left* to find the Chevrolet model(s) and engine(s) recommended for towing your weight trailer. From among these, select your tow vehicle. Then, read *right* to find the required and recommended trailering equipment for your tow vehicle.

For extra performance, or where extensive towing in hilly or high-altitude areas is planned, a *higher* rear axle ratio

TRAILER WEIGHT CLASS

MODEL	ENGINE	LIGHT 1000-2000 lbs. — MAX. TRAILER WEIGHT (Min. Axle Ratio Shown)			MEDIUM 2000-4000 lbs. — MAX. TRAILER WEIGHT (Min. Axle Ratio Shown)				HEAVY 4000-7000 lbs. — MAX. TRAILER WEIGHT (Min. Axle Ratio Shown)				
		1000 lbs.	1500 lbs.	2000 lbs.	2500 lbs.	3000 lbs.	3500 lbs.	4000 lbs.	4500 lbs.	5000 lbs.	5500 lbs.	6000 lbs.	700 lbs
CAPRICE IMPALA BEL AIR	350 Cu. In. V8	(2.73)	(2.73)	(2.73)	(3.08)	(3.08)							
	400 Cu. In. V8	(2.56)	(2.56)	(2.56)	(2.56)	(2.56)	(2.56)	(2.73)	(2.73)	(3.08)			
	454 Cu. In. V8	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(3.08)	(3.0
LAGUNA TYPE S-3	250 Cu. In. Six	(2.73)	(3.08)										
MALIBU CLASSIC MALIBU MONTE CARLO EL CAMINO*	350 Cu. In. V8	(2.56)	(2.56)	(2.56)	(2.73)	(3.08)	(3.08)						
	400 Cu. In. V8	(2.56)	(2.56)	(2.56)	(2.56)	(2.56)	(2.56)	(2.56)	(2.73)	(2.73)	(2.73)	(3.08)	
	454 Cu. In. V8	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	(2.73) (3.08)	
NOVA LN NOVA CUSTOM NOVA	250 Cu. In. Six	(2.73)	(2.73)	(3.08)									
	262 Cu. In. V8	(2.73)	(2.73)	(2.73)	(3.08)								
	350 Cu. In. 2-bbl. V8	(2.56)	(2.56)	(2.56)	(2.56)	(2.73)							
	350 Cu. In. 4-bbl. V8	(2.73)	(2.73)	(2.73)	(2.73)	(2.73)	(3.08)	(3.08)					

*El Camino requires HR78-15 or HR70-15 tires for towing medium or heavy trailers.

EQUIPMENT REQUIRED OR RECOMMENDED. RPO = Regular Prod. Option. DIA = Dealer-Installed Accessory.

Model	Engine	Light Trailers Up to 1,000 lbs. 100 lbs. Tongue Wt.	Trans.	Power Brakes	Radiator, Heavy-Duty	Extra-Light Trailer Hitch, Wiring	Power Steering	Battery, Heavy-Duty	Posi-traction
Camaro	250 Six	3.08 axle ratio	Turbo Hydra-matic	RPO J50	RPO V01	DIA	Std.		RPO G80
Corvette	350 V8	Any avail. axle ratio	Any	RPO J50		DIA		RPO UA1	Std.
Monza 2+2	140 2-bbl.	2.93 axle ratio	TH-M or 4-Speed	RPO J50	RPO V01	DIA	RPO N41	RPO UA1	RPO G80
Vega	140 1-bbl.	2.92 axle ratio	TH-M or 4-Speed	RPO J50	RPO V01	DIA	RPO N41	RPO UA1	RPO G80

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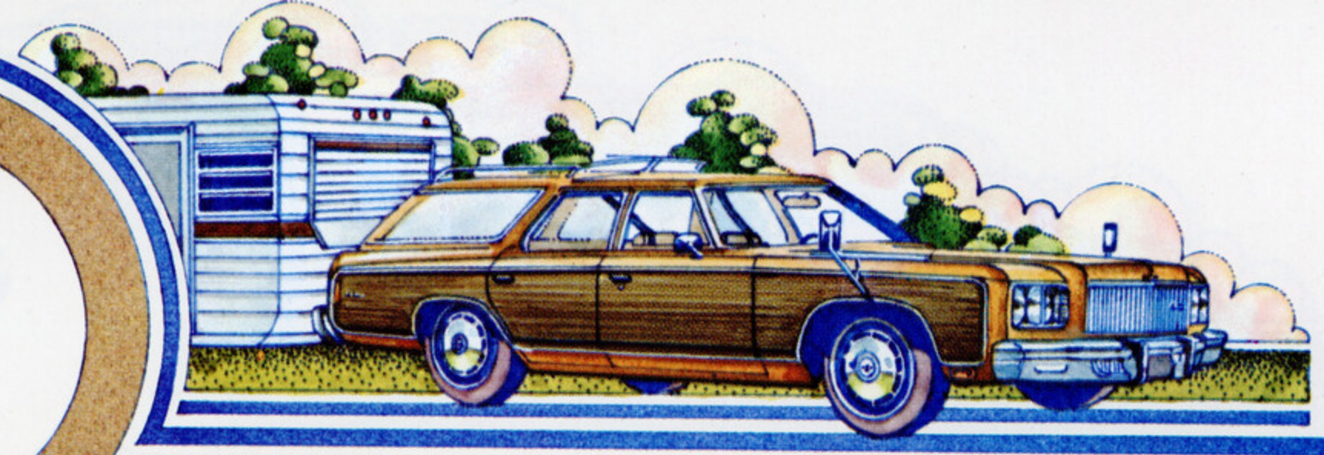


or *larger* engine than is indicated on the chart should be ordered, if available.

Occasional light towing. Towing of trailers under 1,000 lbs. gross weight with any Chevrolet car or truck is condoned provided the tow vehicle (except Vega) is equipped with power brakes. A cooling problem may occur on these vehicles in high ambient temperatures or when pulling up long or steep grades if the vehicle is not equipped with heavy-duty cooling (see cooling cautions, page 5).

For secure, more enjoyable trailering follow the recommendations charted.

Hitch weight (weight at trailer tongue) should be:

Trailers up to 2,000 lbs. 10% of trailer weight.

Trailers over 2,000 lbs. 12% of trailer weight. See pages 3 and 10 for additional hitch information.

EQUIPMENT REQUIRED OR RECOMMENDED. RPO = Regular Production Option. DIA = Dealer-Installed Accessory.

TURBO HYDRA-MATIC TRANS.	SUSPEN-SION, HEAVY-DUTY	RADIA-TOR, HEAVY-DUTY	POWER BRAKES	POWER STEER-ING	GEN-ERATOR, HEAVY-DUTY	BATTERY, HEAVY-DUTY	LIGHT-†† DUTY HITCH, WIRING HARNESS	WEIGHT-‡ DISTRIB. PLAT-FORM	POSI-TRACTION	CRUISE CON-TROL
Std.	RPO F40	RPO V01	Std.	Std.	RPO K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
Std.	RPO F40	RPO V01	Std.	Std.	RPO** K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
Std.	RPO F40	RPO V01	Std.	Std.	RPO** K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
RPO M40	RPO F40	RPO V01	RPO J50	RPO N41	RPO K76	RPO UA1	DIA		RPO G80	RPO K30
RPO M40	RPO F40	RPO V01	RPO J50*	Std.	RPO K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
RPO M40	RPO F40	RPO V01	RPO J50*	Std.	RPO** K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
RPO M40	RPO F40	RPO V01	RPO J50*	Std.	RPO** K76	RPO UA1	DIA	or DIA	RPO G80	RPO K30
RPO M40	RPO F40	RPO V01	RPO J50	RPO N41		RPO UA1	DIA		RPO G80	
RPO M40	RPO F40	RPO V01	RPO J50	RPO† N41		RPO UA1	DIA	or DIA	RPO G80	
RPO M40	RPO F40	RPO V01	RPO J50	RPO† N41		RPO UA1	DIA	or DIA	RPO G80	
RPO M40	RPO F40	RPO V01	RPO J50	RPO† N41		RPO UA1	DIA	or DIA	RPO G80	

*Std. on wagons and Monte Carlo.

†Required with trailers over 2,000 lbs. Recommended with trailers 2,000 lbs. and under.

**Required only with trailers over 4,000 lbs. Recommended with trailers 4,000 lbs. and under.

††Use with trailers 2,000 lbs. and under.

‡Required with trailers over 2,000 lbs. Required anti-sway devices & suitable trailer wiring harness, available from outside sources.

1975 CHEVROLET ADVERTISED ENGINE RATINGS

ENGINE	HP @ RPM	TORQUE @ RPM
140 1-Bbl. Four	78 @ 4200	120 @ 2000
140 2-Bbl. Four	87† @ 4400	122† @ 2800
250 Six	105 @ 3800	185 @ 1200
262 V8	110 @ 3600	200 @ 2000
350 2-Bbl. V8	145 @ 3800	250 @ 2200
350 4-Bbl. V8	155 @ 3800	250 @ 2400
350 4-Bbl. V8	165 @ 3800	255 @ 2400
350 4-Bbl. V8**	205 @ 4800	255 @ 3600
400 4-Bbl. V8	175 @ 3600	305 @ 2000
454 4-Bbl. V8	215 @ 4000	350 @ 2400

†80 & 116 in California, respectively.

**Corvette only.

Loaded trailers 1,000 lbs. and over require trailer brakes.

1975 TRUCK RECOMM

How to use the chart. Determine your trailer's loaded weight, or use the Trailer Manufacturing Rating stamped on the identification tag attached to your trailer's frame. Use this to find the column for your trailer's Weight Class (Light to Medium, or Heavy). In this column, read *down* and find those maximum trailer weights that equal or exceed your trailer's loaded weight (minimum rear axle ratio required for the tow vehicle is also shown). From these weights, read *left* to the Chevrolet trucks and engines recommended for towing your weight trailer. From among these select your tow vehicle.

Trailering Special Package (RPO Z82). If the tow vehicle you select is a Blazer, Suburban or Pickup, the Trailering Special Package (RPO Z82) is required for towing. This option includes power steering, an 80-amp battery and a GCW rating nameplate. Certain other equipment is required with the Trailering Special Package. Read *right* on the chart from the vehicle you have selected to find this additional required equipment.

Chevy Van or Sportvan. If you select one of these models, read *right* from the model you select to find the required equipment for trailering.

Hitch weight, conventional trailers. Hitch weight (weight at trailer tongue) should be:

Trailers up to 2,000 lbs. 10% of trailer weight.

Trailers over 2,000 lbs. 12% of trailer weight. See pages 3 and 10 for additional hitch information.

Fifth-wheel load, fifth-wheel trailers. Not to exceed weight shown in "Maximum Kingpin Load" column.

SEE TRAILERING SPECIAL PACKAGE (RPO Z82) NOTE, ABOVE

EQUIPMENT REQUIRED FOR TRAILERING OR TRAILERING SPECIAL PACKAGE

BLAZER Model	Eng.	Trans.	Light or Med. Trailers (Up To 4000 Lbs. Gross Weight)	Heavy Trailers (Over 4000 Lbs. Gross Weight)		Generator 61-Amp. / Battery 80-Amp.	Cooling Heavy-Duty	Power Steering	Rear Springs, Heavy-Duty	Tires
C10 Conv. Drive	350-2	Hydra-matic	3000(3.07) 3500(3.73)	5000(4.11)		RPO K76 / RPO UA1	RPO V01	RPO N40	RPO G50	H78-15E
	350-4	Hydra-matic or 4-Speed	3500(3.07) 4000(3.40)	5000(3.73)	6000(4.11)					
K10 4-Wheel Drive	350-4	Hydra-matic or 4-Speed	3000(3.07)	4500(3.73)	5500(4.11)	RPO K76 / RPO UA1	RPO V01	RPO N40	Std. G50	H78-15E
	400-4	Hydra-matic	3400(3.07)	5400(3.73)	6400(4.11)					
SUBURBAN C10 Conv. Drive	350-4	Hydra-matic	2500(3.07) 3000(3.40) 4000(3.73)			RPO K76 / RPO UA1	RPO V01	RPO N40	RPO G50	H78-15E
	350-4	4-Speed	3000(3.40) 4000(3.73)							
	454-4	Hydra-matic	4000 (Any avail. ratio)	5000(3.07) 6500(3.40)	7500(3.73)					
C20 Conv. Drive	350-4	Hydra-matic or 4-Speed	3700(3.73)	4700(4.10) 5700(4.56)		RPO K76 / RPO UA1	RPO V01	RPO N40	Std. G50	8.75-16.5
	454-4	Hydra-matic	4000 (Any avail. ratio)	5200(3.21) 7200(3.73)	8200(4.10)					
K10 4-Wheel Drive	350-4	Hydra-matic or 4-Speed	2000(3.07) 3500(3.73)	4500(4.11)		RPO K76 / RPO UA1	RPO V01	RPO N40	Std. G50	H78-15B
	400-4	Hydra-matic	2400(3.07)	4400(3.73)	5400(4.11)					
K20 4-Wheel Drive	350-4	Hydra-matic or 4-Speed	4000 (Any avail. ratio)	4300(4.10)		RPO K76 / RPO UA1	RPO V01	RPO N40	Std. G50	8.75-16.5
	400-4	Hydra-matic	4000 (Any)	5200(4.10)						

ADDITIONAL EQUIPMENT REQUIRED FOR TRAILERIN

CHEVY VAN SPORTVAN*						Pwr. Stg.	Bat. 80-Amp.	Gen. 61-Amp.	Cool. Hvy-Duty	Power Brakes	Rear Springs, Hvy-Duty	Tires
G10	350-4	Hydra-matic	3000(3.07) 3500(3.42)			RPO N40	RPO UA1	RPO K76	RPO V01	RPO† J50	RPO** G50	F78-14B††
	400-4	Hydra-matic	3500(3.07) 4000(3.42)									
G20	350-4	Hydra-matic	3500(3.07) 4000(3.40)			RPO N40	RPO UA1	RPO K76	RPO V01	Std.	Std.	8.75-16.5
	400-4	Hydra-matic	4000(3.07)	5000(3.40)								
G30	350-4	Hydra-matic	4000 (Any avail. ratio)	4500(3.73) 5500(4.10)	6000(4.56)	RPO N40	RPO UA1	RPO K76	RPO V01	Std.	Std.	8.75-16.5
	400-4	Hydra-matic	4000 (Any)	5400(3.73)	6400(4.10)							

*Max. Trailer Weights shown for Chevy Van. For Sportvan, subtract 300 lbs. †Std. on all except G10 Chevy Van.
**Std. on 125" wb. G10. ††For 125" wb. G10 Sportvan, H78-15B tires are required.

The LUV truck may be used to tow trailers up to 2,000 lbs., or 5,000 lb. GCW.

Loaded trailers 1,000 lbs. and over require trailer brake

TRAILERING NDATIONS

See pages 3 and 10 for additional hitch requirements.

GCW considerations. The maximum trailer weights on the chart were determined by subtracting loaded truck weight (including required equipment and two passengers) from each truck's Gross Combination Weight (GCW) rating. GCW is the total loaded weight of the truck plus the weight of trailer with all equipment, passengers, fuel and water. The truck's GCW rating cannot be exceeded.

If you order equipment in addition to the minimum required, carry more than two passengers or carry cargo in the truck, subtract this added weight from the maximum trailer weight figure shown on the chart. This may require a larger axle ratio or engine. Your salesman will help make this determination for you.

The GCW chart (bottom of page) shows all of the available GCWs based on engine and rear axle ratio.

PICKUP FOR CONVENTIONAL OR FIFTH-WHEEL TRAILERING
SEE TRAILERING SPECIAL PACKAGE (RPO Z82) NOTE, ABOVE

EQUIPMENT REQUIRED FOR TRAILERING OR TRAILERING SPECIAL PACKAGE

Model	V8 Eng.	Trans.	Light and Medium Trailers (Up to 4000 Lbs.)	Heavy Trailers (Over 4000 Lbs.)		Fifth-Wheel Trailering Only—Max. Kingpin Load		Gen. 61-Amp. Bat. 80-Amp.	Cool. Hvy-Duty	Pwr. Stg.	Conventional Trailering		Fifth-Wheel Trailering		
											Rear Sprg.	Tires	Front Sprg.	Rear Sprg.	Tires
C10 Conv. Drive Conv. Cab	350-4•	Hydra-matic	3500(3.07) 4000(3.40)	5000(3.73)		6000 GVW		RPO K76	RPO V01	RPO N40	RPO G50	L78-15B	RPO F60	RPO G50	L78-15B
		4-Speed	4000(3.40)	5000(3.73)		1545									
	454-4	Hydra-matic	4000 (Any avail. ratio)	6000(3.07) 7500(3.40)	8500(3.73)	1490		RPO UA1							
						1300									
C20 Conv. Drive Conv. Cab or Crew Cab (See footnote*)	350-4	Hydra-matic	4000 (Any avail. ratio)	4500(3.73) 5500(4.10)	6500(4.56)	GVW 7500	8200	RPO K76	RPO V01	RPO N40	Std.	8.75-16.5C (Conv. Cab) 9.50-16.5D (Crew Cab)	Std. (7500 GVW) RPO F60 (8200 GVW)	Std. (7500 GVW) RPO G51 (8200 GVW)	9.50-16.5D
						2660	3360								
		4-Speed	4000 (Any avail. ratio)	4500(3.73) 5500(4.10)	6500(4.56)	2585	3285								
	454-4	Hydra-matic	4000 (Any avail. ratio)	6000(3.21) 9000(4.10)	8000(3.73) 11,500(4.56)	2495	3195	RPO UA1							
		4-Speed	4000 (Any avail. ratio)	6000(3.21) 9000(4.10)	8000(3.73) 11,500(4.56)	2440	3153								
C30 Conv. Drive Conv. Cab or Crew Cab (See footnote†)	350-4	Hydra-matic	4000 (Any avail. ratio)	4500(3.73) 5000(4.10)	6000(4.56)	GVW 8200	9000	RPO K76	RPO V01	RPO N40	Std.	8.75-16.5C (Conv. Cab) 9.50-16.5E (Crew Cab)	Std. (8200 GVW) RPO F60 (9000 GVW)	RPO G51	9.50-16.5D (8200 GVW) 9.50-16.5E (9000 GVW)
						3543	4335								
		4-Speed	4000 (Any avail. ratio)	4500(3.73) 5500(4.10)	6500(4.56)	3495	4290								
	454-4	Hydra-matic	4000 (Any avail. ratio)	8000(3.73) 9000(4.10)	11,500(4.56)	3345	4140	RPO UA1							
		4-Speed	4000 (Any avail. ratio)	8000(3.73) 9000(4.10)	11,500(4.56)	3310	4105								
K10 4-Wheel Drive Conv. Cab	350-4	Hydra-matic or 4-Speed	3000(3.07)	4500(3.73)	5500(4.11)	NOT APPLI-CABLE		RPO K76	RPO V01	RPO N40	Std.	H78-15B	NOT APPLICABLE		
	400-4	Hydra-matic	3400(3.07)	5400(3.73)	6400(4.11)			RPO UA1							
K20 4-Wheel Drive Conv. Cab	350-4	Hydra-matic or 4-Speed	4000 (Any avail. ratio)	6000(4.10)				RPO K76	RPO V01	RPO N40	Std.	8.75-16.5C			
	400-4	Hydra-matic	4000 (Any avail. ratio)	5900(4.10)				RPO UA1							

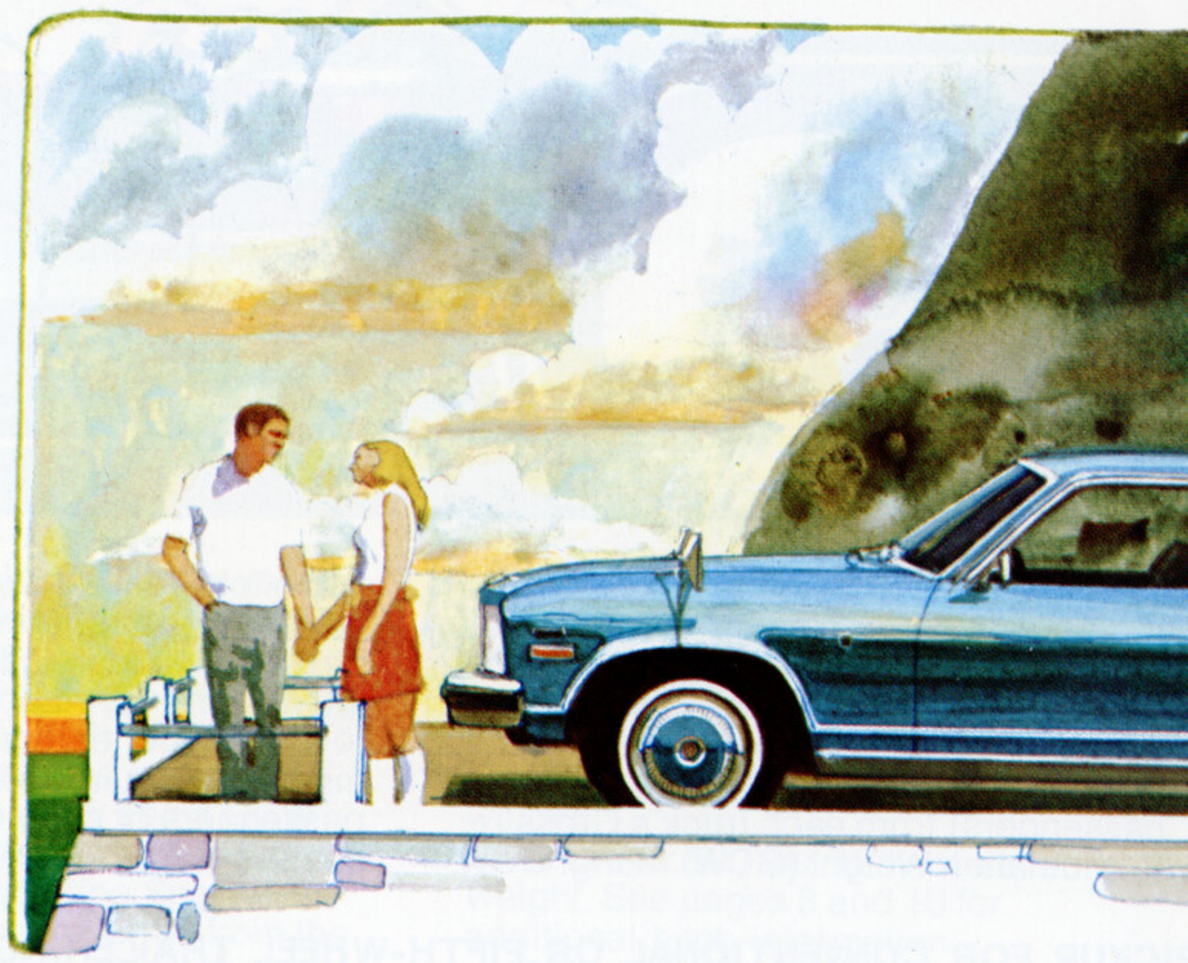
•Power brakes (RPO J50) required.
*For Crew Cab, reduce Trailer Gross Weight Allowance by 700, Kingpin load by 735 lbs.
†For Crew Cab, reduce Trailer Gross Weight Allowance by 1000 lbs., Kingpin load by 620 lbs.

Gross Combined Weight (GCW) based on rear axle ratio.

Engine	6000	6500	7000	7500	8000	8500	9000	9500	10,500	11,000	11,500	12,500	13,500	14,500	17,000
350-2				3.07	3.40	3.73	4.10, 4.11	4.56							
350-4					3.07	3.40		3.73	4.10, 4.11		4.56				
400-4						3.07	3.21	3.40	3.73		4.10, 4.11				
454-4										3.07	3.21	3.40	3.73	4.10	4.56
**	N.A.	8000							10,000				13,000	14,000	15,000

**GCW shown on Trailering Special nameplate.

EQUIPMENT TO MAKE YOUR TRAILERING EASIER



Illustrated or described are only a few of the many items available to make your Chevrolet trailering more enjoyable. Availability of some items may depend on what other equipment is on the vehicle or the type and model of the vehicle. Your Chevrolet dealer has complete information on these as well as other desirable equipment items.

Comfortilt steering wheel. A handy lever in the column lets you adjust the steering wheel to six tilt positions to suit your preference. Vary it for a change of pace on long trips. Tilt it up for easier entering and exiting. Factory-installed for cars and trucks.

Compass. All you do is stick it on your windshield to know where you're heading. Easy to read and adjust. Instructions included. Dealer accessory for cars and trucks.

Cruise control. The way to help relieve the strain on your accelerator foot on long trips. Handy control knob in the turn signal lever adjusts to hold a steady, gas-saving car speed . . . even up and down hills. Automatically disengages when you touch the brake pedal. Factory-installed for cars, and "C", "K", and "G" trucks.

Fuel tanks. Auxiliary: Provides an additional 20 gallons of fuel on Pickups with 8-foot bodies, 16 gallons on 6½-foot-body Pickups. Includes control valve, electrical circuit to activate fuel gauge to read either main or auxiliary tank. Factory-installed.

Extra-Capacity: Provides Suburban with 40 or 31, Van with 36 or Blazer with 31 gallons of fuel capacity. Replaces standard tank. Factory-installed.

Front-mounted spare tire carrier. Puts the spare atop the front bumper where it's ready for use without unhitching the trailer. Dealer-installed accessory for Suburban, Pickup and Blazer models.

Heavy-duty front stabilizer. Helps reduce front-end roll and lean. Especially desirable as a teammate to a weight-distributing hitch. Factory-installed for trucks.

Heavy-duty shock absorbers. Provide extra suspension control that helps dampen pitching between tow vehicle and trailer. Especially recommended for fifth-wheel trailering. Factory-installed for trucks.

Hitches. Extra-Light Trailer Hitch: Use for trailers up to 1,000 lbs. gross weight, 100 lbs. tongue load. Dealer-installed accessory for Camaro, Corvette, Monza 2+2 and Vega.

Light-Duty Trailer Hitch: If you'll be hauling trailers up to 2,000 lbs. with a maximum tongue load of 200 lbs., then Chevrolet's special light-duty hitch is just what you need. Includes 1⅞" diameter ball. Dealer-installed accessory for cars and trucks. Also RPO VR2 on Blazer and Suburban.

Hitch Balls: A 1⅞" diameter ball is standard with Light-Duty Hitch and Extra-Light Trailer Hitch. It is also available as an accessory, Part No. 981148. A 2" diameter ball is available for hitches as Part No. 980670.

Step Bumper: This rear bumper is available on Pickups only, serving as hitch for trailers up to 4,000 lbs. gross trailer weight with 400 lbs. maximum tongue load. Factory-installed as RPO V43. Hitch ball not included. See above Part Nos. for ordering.

Weight-Distributing Platform: Required when towing trailers over 2,000 lbs. Engineered especially for your Chevrolet. Installs quickly and easily.

Dealer-installed accessory for cars and trucks. Also factory-installed on Blazers, Suburbans and Pickups by ordering RPO VR4.

Hitch Part Numbers

MODEL	Extra-Light Trailer Hitch, Up to 1,000 lbs. 100-lb. Tongue Load	Light-Duty Trailer Hitch, Up to 2,000 lbs. 200-lb. Tongue Load	Weight Distributing Platform (Trailer Weight/ Tongue Load, as Indicated)
Camaro	994644	—	—
Corvette	994795*	—	—
Vega	994613	—	—
Monza 2+2	994799	—	—
Nova	—	994775	(4,000/500) 994643
Chevelle Sedans	—	994638	(6,000/750) 994640
Chevelle Wagon	—	994639	(6,000/750) 994641
El Camino	—	994482	(6,000/750) 994503
Monte Carlo	—	994638	(6,000/750) 994640
Chevrolet Sedans	—	994634	(7,000/800) 994636
Chevrolet Wagons	—	994635	(7,000/800) 994637
Pickup, Crew Cab	—	994581	(7,000/800) 994582
Blazer 4+4	—	994679†	(6,000/750) 994578
Suburban	—	994678†	(7,000/800) 994580
110" wb G-Van	—	994225	(6,000/750) 994513
125" wb G-Van	—	994225	(6,000/750) 994514

*1975 model only.

†Also available factory-installed as RPO VR2.

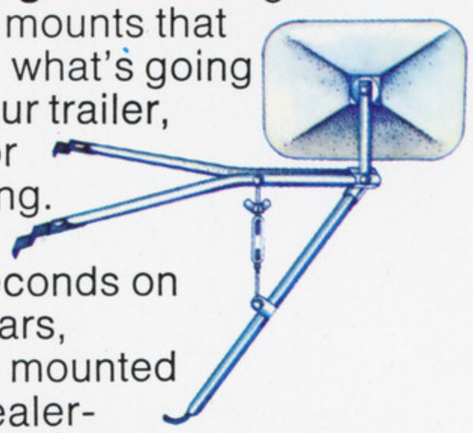
Luggage carrier. Increase your Chevrolet's passenger room and storage area with this attractive rooftop carrier. Factory- or dealer-installed accessory on '75 Chevrolet wagons; dealer-installed accessory for Blazers, Suburbans and Vans.

Positraction/locking differential. Helps minimize wheel spin by directing more engine torque to the rear wheel with the greater traction. Especially desirable in off-road areas or wherever the surface is slippery, particularly when you're parking a trailer. Factory-installed for cars and trucks.

Spotlight. Plug it into your cigarette lighter and it's ready for helping you read highway markers and street signs. A 12-foot cord makes it a handy worklight, too. Dealer accessory for cars and trucks.

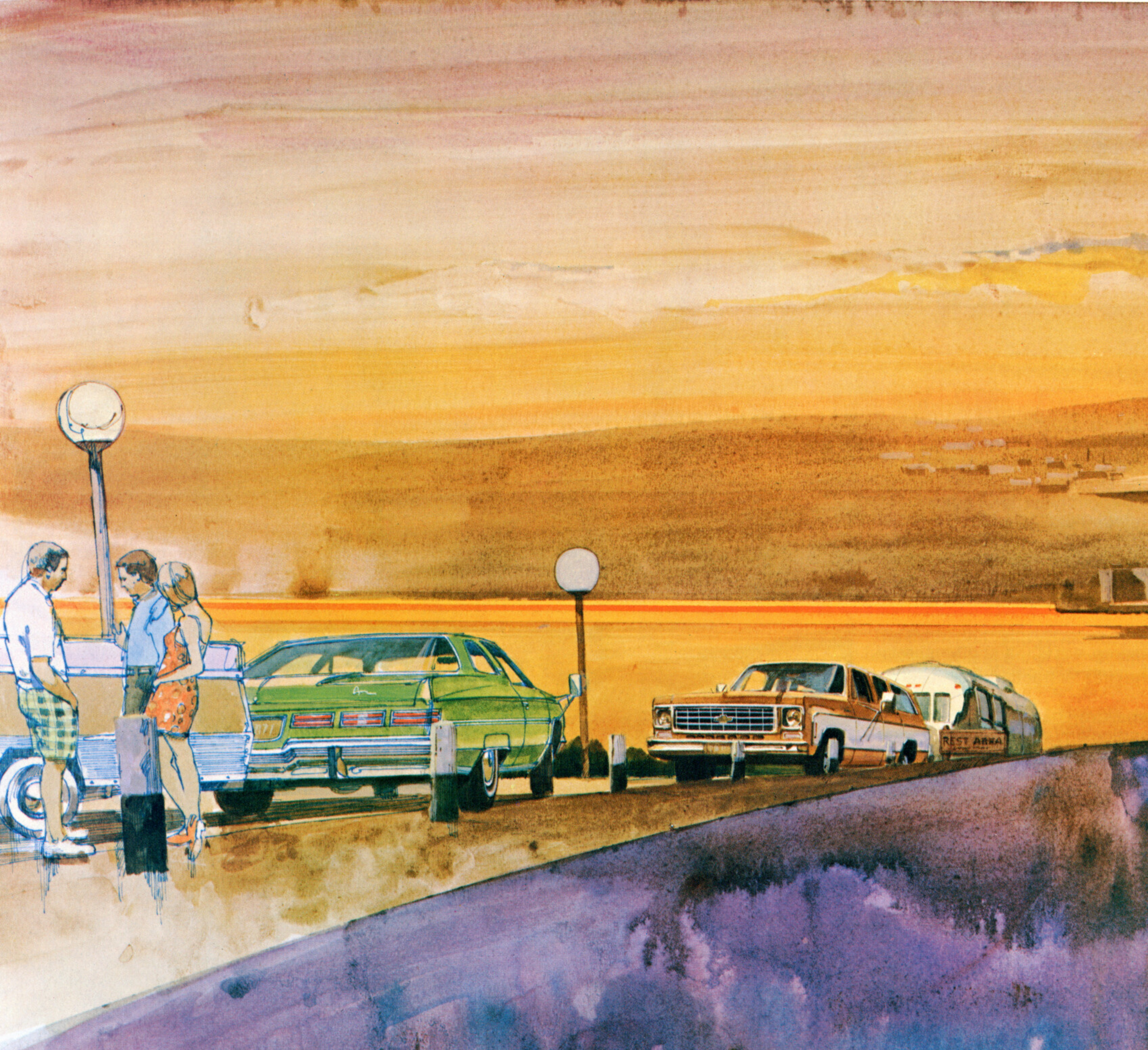
Stowage compartment. The ideal place to keep tools for 8-foot Fleetside models not equipped with auxiliary fuel tank. Factory-installed.

Trailering mirrors. Big mirrors on extended mounts that help you see what's going on behind your trailer, on the road or during backing. Install or remove in seconds on passenger cars, permanently mounted on trucks. Dealer-installed accessory for cars and trucks as Part No. 994543 (except Vans and Monte Carlos). Also factory-installed for trucks as RPO DF2.



Wiring harness. Use with trailers up to 2,000 lbs. gross weight. Ties into your car or truck electrical system to give your trailer running lights, stoplights, license light, stop and directional signals, plus electric brakes or battery charging. (See page 5 for wiring color code.) Dealer-installed accessory: Part No. 994622 (sedans), 994532 (wagons, El Camino, Corvette), 994567 (all trucks except "G"), 994569 ("G" trucks).

Heavy-duty trailer wiring harness for trucks. RPO UY7 provides 7 wires without connector at back of trucks for trailers over 2,000 lbs. (See page 5 for wiring color code.) Not available on G-Vans. Available as accessory. Part No. 994713.



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Chevrolet